

FEDERAL AID FOR ROADS ADVOCATED

Shields-Small Bill Provides for System of Trunk Lines Federally Supervised.

"PORK" CRY TO BE AVOIDED

Idea Is That Laterals Would Be Provided by Communities and States if Main Highways Were Put into Service.

WASHINGTON, May 20.—Provision for an investigation and report to Congress of a preliminary plan for a system of National highways by the corps of engineers of the Army is made in a joint bill now pending before the Senate and House committees on military affairs. The bill was introduced in the Senate by Senator John A. Shields, of Tennessee and in the House by Representative John H. Small, of North Carolina.

In particular this bill embodies the principle of having conducted a scientific investigation and survey of the highway routes upon which Federal funds are to be expended before the work of construction is begun. It seeks, it is said, to prevent the hit or miss building of roads by the Federal Government, which are located, not by expert surveys, but by local political influence—roads which begin anywhere within a state and end nowhere in particular. The danger of having Federal funds for good roads expended in such fashion has already caused the dangerous cry of "pork" to be raised in Congress when the good roads appropriation bills were under discussion. Under the terms of the Shields-Small

bill, the Federal Government would devote its funds and energies solely to the construction of main or trunk-line highway units connecting and correlating the highway systems within the states. Instead of providing funds to pay a part of the state's bills on state roads, the Federal Government would take over, to build and maintain entirely, certain of the principal highways. That would relieve the states of a considerable part of their present burden and would allow them to devote more money to the building of more miles of good roads radiating from the Federal highways. Counties would then build good roads radiating from the state highways, while townships or individuals would build good roads feeding the county highways. Thus the entire country would be woven together by a network of highways, each system feeding the other, as is done by the railways.

The Shields-Small bill was drawn by Cyrus Kehr, of Knoxville, Tenn., a member of the National Highways Association, in co-operation with Senator Shields, Representative Small and engineer officers on duty at the War Department. It has been approved by the War Department. While the bill embodies two of the principles for which the National Highways Association has contended in its good roads campaign, it is not particularly supported by the association. That this effort to have Congress provide a preliminary highway plan prepared according to recognized principles of engineering and to provide for Federal interstate highways before Federal funds are spent marks the trend of sentiment upon this subject here is indicated in the debates upon good roads measures which have recently occurred in Congress. In the debate upon the Bankhead bill, Senator George W. Norris, of Nebraska, said: "I think the contribution of the Federal Government ought not to go to all of the roads in the country. It ought to be confined to a system of interstate highways." This idea of restricting the Federal participation in highway construction to a system of main interstate trunklines to be located by an expert survey is now supported by the representatives of many states and many Congressional districts. The opinion is growing that in this way such Federal funds as are devoted to good roads construction will be spent toward a definite object, the highest economic results will be realized and the movement will be saved from condemnation by the public on the ground that it is "pork" legislation.

OTTO WALKER BACK

Motorcycle Fans Welcome Former Portland Rider.

BIG RACES ON PROGRAMME

The Dalles Business Men Arrange to Conduct Tour Over Columbia Highway on Thursday to Try Out Fine Road.

Motorcycle fans were enthusiastic last week over the arrival of Otto Walker, the first of the big riders to arrive for the Portland-Roseburg endurance race this week-end and the Decoration day races.

Mr. Walker is well known here, having practically made his start in Portland. After riding here two years ago he went to La Grands, where his showing got him the opportunity of his life to represent the Harley Davidson Motor Company at the Dodge City endurance race of 200 miles, which he won, making the fastest time ever made for that distance. Mr. Walker holds the world's record for 100 miles, riding at a rate of 83.1 miles an hour. He also holds the 200 road record made at Venice last fall.

To prove that the Columbia River Highway is in passable condition for the full distance from The Dalles to Portland a representative body of business men of the former city have arranged to conduct a tour over the route next Thursday. It is reported that about 100 cars will make the trip. The visiting tourists are to be greeted on the highway by a battery of Portland motorists led by the members of the touring committee of the Portland Automobile Club.

The splendid window display of a Studebaker automobile and camping

outfit which has been on exhibition in the salesroom of the Oregon Motor Car Company for the past 10 days will be displayed this week in the corner window of the Jennings furniture store at Fifth and Washington streets. The car is shown with the interior converted into a comfortable bed, and the display has all the "trimmings" that give the spectator an appetite to tour through the open country.

A dispatch from Washington, D. C., announces that the directors of the American Automobile Association, in session there yesterday, elected Dr. H. M. Rowe, of Baltimore, president to succeed John A. Wilson, of Franklin, Pa. It was the consensus of opinion that the Government should direct a country-wide good roads movement.

J. B. Sues, manager of the San Francisco branch of the Stewart-Warner Speedometer Corporation, paid a visit to the Portland offices of the company last week. The Stewart-Warner Company is doing a big business in this territory, and Mr. Sues says that indications for increased business are exceedingly flattering.

Mr. Hinkley will devote his entire time to demonstrating and selling the big Chalmers 8-40 touring cars for the Keats Company. Any Car Is the Best, if It's Yours. The packard's a wonderful automobile for use about town or for tours. It's powerful, handsome, well-made and gentle— Cadillac's best—if it's yours, The Pierce, as you know, is a beautiful car. It has a design that allures. The owners of Pierses well satisfied are, But a Winton's the best, if it's yours. The Vellie's good-looking and hardy as well; it starts in all temperatures; A good one to buy and quite easy to sell. But a Chandler's the best, if it's yours. The Ford has a rep that's the envy of all; The Ford has a rep that endures. The Ford is a bear for a car that's so small. But the Saxon's the best, if it's yours. And so with a dog, or a horse, or a house; With razors and rheumatism cures; And so with a mother, or, sometimes, a spouse— The best is undoubtedly yours. —Exchange.

TRUCK CAN'T LOAF

When Large Auto Wagon Stops Then Waste Begins.

EXPERT TALKS CAR-SENSE

H. H. Elling Has Figured Out Efficiency, Economy, Lost Motion and Like in Big Motor Vehicles, With Scientific Precision.

"Failure to keep a motor truck constantly busy prevents many a merchant from realizing his full expectation of power-propelled delivery vehicles," says H. H. Elling, manager Portland branch for J. W. Leavitt & Company, Pacific Coast distributors of Overland delivery cars and Overland and Willys-Knight automobiles. "There is no harm in letting a horse loaf a bit. In fact, it is a good thing to do, especially when in hot weather the animal, if overdriven, is likely to pay the penalty in impaired condition, or perhaps a collapse. "Moreover, when a horse is resting it is wasting the time of a wagon that costs only a couple of hundred dollars. But truck time is truly money. "Presuming that the vehicle represented an original first cost of \$450, like the Overland delivery car with special express body delivery here, add to that the insurance, interest on the investment, depreciation, garage charges, wages of the driver and other fixed charges that go on just the same, whether the vehicle runs or stands, and it will be seen that it is a wasteful policy not to handle the delivery system so that the loafing time of the machine is reduced to a minimum. Waste in Still Cars. "Big users of motor trucks give the closest attention to keep the trucks moving all the time. Often they work

it night and day, a policy not especially harmful, providing the vehicle is constantly kept under inspection and is never permitted to lack needed repairs or adjustments. "Many of the firms have figured it an economy to have extra helpers to assist in unloading goods at the stopping places. In this way the time spent in making a delivery is cut down to the smallest possible point. The amount of money paid to the helper is in such cases more than counterbalanced by the added mileage. "Much time could be saved in arrangements at the loading point. Plants of antiquated construction, built when there were no thoughts of trucks, could be much bettered in the interest of letting the truck get away quicker. "A loading platform under a covering is a timesaver, because no inclement weather can interfere with the speed of the operation or damage goods while they are being piled on or in the truck. Vehicles loading in a private space escape street congestion and do not have to move around to give passage to other vehicles. Deliveries Facilitated. "It is important to so classify deliveries that from the time the motor truck backs up to the platform to get its load until it has finished its last delivery at night the amount of time spent has been cut down to the lowest possible figure. "Department stores which have given special attention to system make it a point always to have the load ready for the truck. In the case of a firm using large vehicles, from three to five tons capacity, the transfer system has been adopted to save time. These big trucks are used to carry packages in bulk to the transfer points, where they are moved onto smaller trucks, like the Overland delivery car, and thence carried to the home of the customers. "The transfer work is largely performed at night, when the streets are comparatively free of traffic, and there is nothing to prevent a profitable speed."

BUCODA RESIDENTS TO REPAIR ROADS.

CENTRALIA, Wash., May 20.—(Special.)—Residents of Bucoda and farmers in the vicinity of the town are planning to make their dirt roads the best in this part of the state. A rock crusher has been ordered and on its arrival the men will turn out in force for road work. The Bucoda people are using their own money for the work, being unassisted by the state or county.

ROADS REPORTED GOOD

EARLY TRIP TO TILLAMOOK IS MADE IN REO CAR.

Run One Way Is Made in Five Hours and 52 Minutes, Lowering Record Made Last Year.

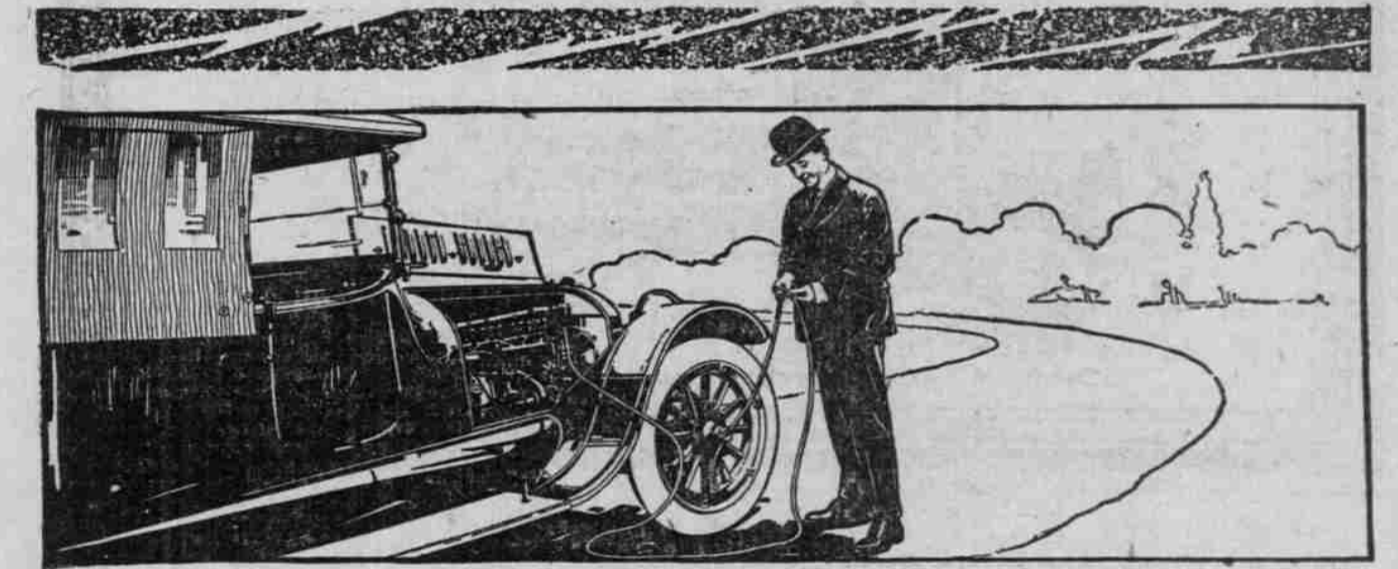
C. M. Menzies, sales manager of the Northwest Auto Company, who engineered an automobile trip to Tillamook last Sunday, says the roads in that coast country are in fairly good condition with the exception of short stretches just this side of Grand Ronde and between Dolph (Toll Gate) and Hebo.

It took the Reo party two days to make the round trip, although Mr. Menzies reports that the trip over was completed in the actual running time of five hours and 52 minutes, which is less than a hour slower than the record established last Summer by W. J. Byrne on a Hudson-Oregonian tour. The first car came from Tillamook to Portland this year on April 1, a record date for early-season travel; but, judging from all reports, the road has not yet been in shape for pleasurable travel, and the opinions expressed by Mr. Menzies and Ralph Staehli, who accompanied him, indicate that it would be well to delay the Tillamook trip for a short while at least.

"We took the route through Newberg, McNeil, Sheridan, Williamson, Grand Ronde, Dolph and Hebo," said Mr. Menzies upon his return. "The roads in Tillamook County are in an exceptionally fine condition and every person down that way seems to own a motorcar."

RIDGEFIELD CROPS LATE.

RIDGEFIELD, Wash., May 20.—(Special.)—County Commissioner Kipstins has been in the Whipple Creek district, southeast of here, inspecting roads. A crew of workmen is now at work on the Adams road and are preparing it for grading. Farmers in this section of the country are much behind with their work because of the unusual prolonged rains and say everything is about a month behind. W. W. Allen has sold his farm to J. G. Dollard, of The Dalles, who has already taken possession.



A Tire, Time and Temper Saver

A tire inflated by hand is usually under-inflated. In the first place you get tired and are out of wind; you strain your back doing it; and just let it go at that before your tire is properly or completely inflated. Consequently your tire does not get enough air. As a result its life is short. Then you get sore and blame the tire manufacturers instead of yourself. A Stewart Tire Pump remedies this. Your savings on tires alone will more than pay for your Stewart Tire Pump in a few months. Its gauge indicates the correct pressure right to the dot. All you have to do is to connect the pump hose to the tire valve then your automobile engine and your Stewart do the work while you look on; no work; no dirt; no bother. Isn't such a convenience, time saver, tire saver and temper saver worth many times its cost? The Stewart Tire Pump is only \$12—complete. You cannot afford to be without one! For the sake of your comfort, convenience, economy and safety be sure that the next car you buy is equipped with Stewart Speedometer; Stewart Vacuum System; Stewart Warning Signal and Stewart Tire Pump. They should cost you nothing extra and are the surest sign of a car's real quality.

For Sale by Accessory Dealers, Automobile Dealers and Garages—Everywhere. STEWART PRODUCTS SERVICE STATION. 333 Ankeny St. Phone Broadway 5666. No car is better than its accessories.



\$12 Stewart Motor Driven Tire Pump

New Mid-Year Model 73 New Conceptions *Mitchell* \$1325 f. o. b. Racine With 26 Extra Features

Some 30-Year Mitchells

Built by John W. Bate—Another Efficiency Feat

We know of one Mitchell—built by John W. Bate—which has run 218,734 miles. It is running still. We know of six Mitchells—built by John W. Bate—which have averaged 164,372 miles each. That's over 30 years of ordinary service. The Mitchells of today are built better than those cars. We have learned a hundred ways to add strength and endurance. But the records we cite are unequalled in car building. They will give you a new light on what Bate methods mean.

This Mid-Year Mitchell, with its 26 extra features, needs no praise. You never saw a car with so many attractions. But we want you to know how much lies back of all the things you see.

John W. Bate, the efficiency engineer, to help create this car. power and class sells anywhere near so low.

Ask Some Engineer This Mid-Year Mitchell presents a hundred appeals. It has all the best features found in 257 Show models. It has 26 wanted extras—things that other cars lack.

Why Most Cars Fail In the 13 years since Mitchell started hundreds of makers have fallen. And hundreds more will fall. They fail through lack of service. Time proves that rival cars outwear them. So in every line. Records show that not one in ten meets the test of time. This concern was 70 years old when it built the first Mitchell car. We knew what Time's verdict meant. So we never attempted a quick success. We built for the years to come. That was one reason why we secured

Twice the Value This new Mid-Year Mitchell offers twice the value we gave you in 1910. It

257 Cars in One You will find in this one car—this Mid-Year Mitchell—all the best new ideas of the year. Our experts and designers examined 257 Show models before this new design was completed. One of its best features is the Bate Cantilever springs. No other car has them. They double the ease of riding. They make shock absorbers unnecessary. And never yet has one Bate spring broken. Not one has ever called for repair. These new models are now arriving fast. If you find this car the car you want we shall not keep you waiting.

MITCHELL-LEWIS MOTOR CO., Racine, Wis., U. S. A.

MITCHELL, LEWIS & STAVAR CO. East Morrison and First Sts. Portland, Oregon Phone East 7272

\$1325 F. o. b. Racine For 5-Passenger Touring Car or 3-Passenger Roadster 7-Passenger Touring Body \$35 Extra High-speed, economical Six-48 horsepower—12-inch wheelbase. Complete equipment, including 26 extra features. New Mitchell Eight, \$1450 F. o. b. Racine.

